

CHINA



MAIL.

Established February, 1845. "Hongkong Evening Mail and Shipping List." Published every Evening.

Vol. XXXII. No. 4034. 號二月六年六十七百八千一英 HONGKONG, FRIDAY, JUNE 2, 1876. 日一十月五年子丙 Price, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOSNOLD, 12, Holborn Hill, R. C. BATES, HENDY & Co., 4, Old Bailey, E. C. SAMUEL DRACON & Co., 159 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSNOLD, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUNLOH & CAMPBELL, Amoy, GILES & Co., Foochow, HEDGE & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & Co., Manila, C. HEINER & Co., Macao, L. A. DE GRAGA.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS, INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 10,000,000 3,200,000
RESERVE FUND, 10,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.

BRANCHES.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BRANCH.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road.

Hongkong, May 14, 1876. jyl

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,000,000 Dollars.

COURT OF DIRECTORS.

Chairman.—E. B. BELLIOS, Esq.
Deputy Chairman.—AD. ANDER, Esq.
J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPKINS, Esq. F. D. SASSOON, Esq.
A. MOLYER, Esq.

CHIEF MANAGERS.

Hongkong, JAMES GREIG, Esq. Manager.
Shanghai, EWEN CAMERON, Esq.
LONDON BRANCH.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, February 17, 1876.

Notices of Firms.

NOTICE.
WE have authorized Mr. HUGO LUBBER to sign our Firm at Foochow per procuration.

SIEMSEN & Co.
Hongkong, May 15, 1876. jol5

NOTICE.
I have this day authorized Mr. J. Y. V. SHAW to sign my name per procuration.

A. MACG. HEATON.
Hongkong, January 1, 1876.

NOTICE.
MR. H. MUNSTER SCHULTZ has been authorized to sign our Firm per procuration.

WIELER & Co.
Hongkong, June 1, 1876.

NOTICE.
MR. T. O. S. JENKINS is authorized to sign the name of our House at Foochow.

HEARD & Co.
Hongkong, May 27, 1876. jol5

Notices of Firms.

NOTICE.
WE have Established branches of our Firm at Haiphong and Hanol. Mr. E. CONSTANTIN is authorized to sign by procuration in Tonquin.

LANDSTEIN & Co.
Hongkong, December 31, 1875.

NOTICE.
MR. THEOPHILUS GEE LINSTEAD is authorized to sign our Firm in Hongkong and Canton.

FURDON & Co.
China, June 1, 1876. jyl

NOTICE.
THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS, E. C. RAY.

Bank Buildings, Hongkong, February 3, 1876.

NOTICE.
THE Undersigned has been appointed SURVEYOR to LLOYDS REGISTER at this Port.

R. H. CAIRNE.
1, Club Chambers, Hongkong, April 20, 1876.

SAYLE & Co.

WE beg to call special attention to our Show-room and Ladies' Outfitting Departments.

We are offering a fine assortment of Japanese Silks, which will wear well, at 65 cents per yard, worth \$1.

Summer Dresses:—
Satin Striped Poplins.
Figured Poplins.
Fancy and Plain Grenadines.
Black and Fancy Gauzes.
Fancy Silks, Black Silks.
Niagara Striped Muslins.
White Brilliantes.

A lot of Lace Goods at less than half price.

Made-up Wrappers and Costumes.
Embroidered Skirts.
Ladies' and Children's Under-clothing.

Straw Hats and Bonnets.
Feathers and Flowers.
Ladies' and Children's Hosiery.

Our Dressmaking Department is under the supervision of a Court Dressmaker.

Our Millinery Department is under the supervision of a West End Milliner.

SAYLE & Co.,
VICTORIA EXCHANGE,
Queen's Road & Stanley Street.

Intimations.

SHIP'S COMPANION AND STEVEDORE,
No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.

Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

LOONG SHING & Co.,
DEALERS IN ANCIENT CHINESE CURIOSITIES AND HOUSEHOLD FURNITURE,
No. 84, Wellington Street, HONGKONG. jua24

NOTICE.
WHEREAS Pursuant to the Provisions of Ordinance No. 14 of 1862, the following Petition to His Excellency the Governor in Council for Letters Patent for the Exclusive Right to use within this Colony and its Dependencies, the Invention hereinafter mentioned, has, together with the Specifications and Declarations required by the said Ordinance, been filed in the Office of the Colonial Secretary, that is to say:—

"The Petition of WILLIAM MACGREGOR SMITH, as Assignee of JAMES DUNCAN, for Improvements in the treatment and purification of Sugar and Saccharine Matters, and in the Apparatus employed therein."

Notice is hereby given, that His Excellency the Governor has appointed MONDAY, the 5th day of June, 1876, at 2 o'clock in the afternoon, for a Sitting of the Executive Council at the Office of the Government, for the purpose of entertaining the said Petition, and that at such Sitting of the Council, Application will be made for such Letters Patent as aforesaid.

Dated at Victoria, Hongkong, the 27th day of May, 1876.

W. H. BRERETON,
Solicitor for the Petitioner,
29, Queen's Road, Hongkong, May 28, 1876. jol5

Intimations.

THE MEDICAL HALL,
37, Queen's Road, Hongkong.
ESTABLISHED 1853.
TH. KOFFER, Proprietor.
Hongkong, April 23, 1876. ap28

CHS. J. GAUPP & Co.,
WATCHMAKERS & JEWELLERS,
38, Queen's Road,
NAUTICAL INSTRUMENTS,
CHRONOMETERS,
&c. &c. &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. ff.

F. KRUPP'S CAST STEEL WORKS,
Essen (Germany).
Sole Agent for China,
F. FEIL,
HONGKONG, SHANGHAI, COLOMBO (Germany).

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE "SHANGHAI COURIER AND CHINA GAZETTE,"

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as a large

INCREASE OF CIRCULATION MAY BE CONFIDENTLY ANTICIPATED, THE ADVANTAGE TO ADVERTISERS IS OBVIOUS.

AFONG,
PHOTOGRAPHER,
by appointment to,
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to,
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wyndham Street, formerly ATHLETIC CLUB, HAS on hand the Largest and Best collection of Views, &c. of Amoy, Formosa and all the different Chinese Ports. Also, a large assortment of Photographic Albums, Frames, Writing Cases, Desks and many other ornamental and useful articles too numerous to mention.

Hongkong, May 15, 1876.

NOTICE.
SAILMAKING DEPARTMENT.

DURING the Temporary Absence of our Mr. W. DOLAN, this DEPARTMENT will be CARRIED ON as heretofore, under the Superintendence of Experienced FOREMEN, who have acted in this capacity under Mr. Dolan for 13 years. All Orders in this Branch of Business will have our careful attention.

MACHWEN, FRICKEL & Co.
Hongkong, June 1, 1876.

COSMOPOLITAN DOCKS.

THE DOCKS being now completed, are capable of DOCKING any size VESSELS frequenting this Port, and executing any Repairs required.

A large quantity of SPARS, LUMBER, IRON, COPPER, YELLOW METAL, &c., &c., always kept in Stock at cheap rates.

Length of Dock, 450 Feet.
Breadth do., 92 "
Depth of Water, Springs, 24 "
do. do., Neaps, 21 "

The following Rates will be charged until further notice:—
Recoopering, including Dockage, Shoring, Labor, Bait, Pitch, Tar and Oakum, 80 cents per Sheet.

Painting Iron Steamers, including Dockage, 2 Coats Paint and 1 Coat Tallow, 35 cents per Ton Gross Register.

Painting Iron Steamers, including Dockage, 1 Coat Paint and 1 Coat Tallow, 30 cents per Ton Gross Register.

For further particulars, apply to
W. B. SPRATT & Co.,
9, Praya East.
Hongkong, April 20, 1876.

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, on

SATURDAY, the 3rd day of June, 1876, at No. 2, Gough Street, at 2 p.m.,
The Elegant HOUSEHOLD FURNITURE of a Gentleman leaving the Colony.

Also,
A Semi-grand PIANO by JOHN BROADWOOD & SONS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 71.1.

J. M. QUÉDES, J. S., Auctioneer.
Hongkong, May 29, 1876. jol5

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, on

MONDAY, the 5th day of June, 1876, at 2 o'clock p.m., at his Sale Rooms, Queen's Road, Sundry English and Colonial-made HOUSEHOLD FURNITURE, &c.

Comprising:—English-made Walnut Tables, Mahogany Loo and Pembroke Tables, Marble-top Toilet Tables, Vienna Chairs, Chimney Glasses, Lamps, Engravings, Dinner, Dessert and Breakfast Services, Glass-ware, Marble Clocks, Wardrobes, Chest of Drawers, Washstands, Iron Bedsteads, Toilet Glasses, &c., &c.

And,
An Invoice of Chromolithographs. One Harmonium by Cesarini & Co. An Electro-plated Ballad Horn, by Distin, in case complete, with an extra Crook (B Flat).
A first class Semi-grand Seven Octave PIANO, in Mahogany Case, by Collard and Collard, now on view at the Sale Rooms.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 71.1. All lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.
Hongkong, May 29, 1876. jol5

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Company's Steamship "GLAUCUS" will be despatched on or about the 5th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, May 31, 1876. jol5

CASTLE LINE OF STEAMERS.
FOR SHANGHAI.

The Steamer "GOLDEN CASTLE" expected here on or about the 22nd instant, will have immediate dispatch for the above Port.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, May 20, 1876.

STEAM TO SHANGHAI.
The P. & O. S. N. Co.'s S. S. "THIBET" will leave for the above place about 24 hours after her arrival with the next English Mail.

A. MOLVER, Superintendent.
Hongkong, May 31, 1876.

STEAM TO YOKOHAMA.
The P. & O. S. N. Co.'s S. S. "SUNDA" will leave for the above place shortly after the arrival of the Thibet with the next English Mail.

A. MOLVER, Superintendent.
Hongkong, May 31, 1876.

FOR MANILA (DIRECT).
The Spanish Steamer "SALVADORA," HORMACORRA, Master, will have quick dispatch as above.

For Freight or Passage, apply to REMEDIOS & Co.
Hongkong, June 1, 1876.

Sailing Vessels.

FOR MANILA.
The Spanish Brig "SAN LORENZO," Pico, Master, will have quick dispatch as above.

For Freight or Passage, apply to REMEDIOS & Co.
Hongkong, May 23, 1876.

FOR MELBOURNE & SYDNEY.
The A. 1 British Barque "MARQUIS OF ARGYLE," Captain McKEN, will have immediate dispatch for the above Ports.

For Freight or Passage, apply to ROZARIO & Co.
Hongkong, April 21, 1876.

FOR FOOCHEW (DIRECT).
The British Brig "THEROPYLAE" will be despatched for the above Port on or about the 31st instant.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, May 21, 1876.

Shipping.

Sailing Vessels.

FOR SAN FRANCISCO.
(To follow the "Wealthy Pendleton.")
The A. 1 American Bark "AMERICAN LLOYDS," Captain PARK, will have immediate dispatch as above.

For Freight, at low rates, apply to VOGEL, HAGEDORN & Co.
Hongkong, May 30, 1876.

FOR SAN FRANCISCO.
The A. 1 American barque "WEALTHY PENDLETON," Capt. BLANCHARD, will load for the above Port, and will be despatched on or before the 10th June.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, May 19, 1876. jol5

FOR SAN FRANCISCO.
The A. 1 British Ship, "MARGARITE," JAMES OWEN, Master, will load for the above Port, and will have quick dispatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, March 27, 1876.

FOR LONDON.
The A. 1 British Clipper Ship "COMMISSARY," Captain HUNTER, will load for the above Port, and will have quick dispatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, May 19, 1876.

FOR LONDON.
The A. 1 British Clipper Barque "HOPE," Capt. BOULTON, will load here for above Port, and will have immediate dispatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, May 11, 1876.

FOR MANILA.
The A. 1 Norwegian Barque "FASAN," Captain SANDBERG, will have quick dispatch for above Port.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, May 30, 1876.

FOR SAN FRANCISCO.
The A. 1 American Ship "ANNIE FISH," HOFFER, Master, will load here for the above Port, and will have quick dispatch.

For Freight, apply to RUSSELL & Co.
Hongkong, May 12, 1876. jyl

FOR SAN FRANCISCO.
The A. 1 American Ship "COMET," BRAY, Master, will load here for the above Port, and will have quick dispatch.

For Freight, apply to RUSSELL & Co.
Hongkong, May 12, 1876. jyl

FOR SINGAPORE AND MAURITIUS.
The A. 1 German Bark "WODAN," Captain MEYER, will have immediate dispatch as above.

For Freight or Passage, apply to MEYER & Co.
Hongkong, May 23, 1876. ff.

FOR LONDON.
The A. 1 British Clipper Barque "BRITISH CROWN," W. ANDREWS, Master, having the greater part of her Cargo engaged, will have quick dispatch as above.

For Freight, apply to MEYER & Co.
Hongkong, May 11, 1876.

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "Ara" are hereby notified that the Cargo is being discharged into craft and landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 29th May, 1876.

Goods undelivered after 5th June, 1876, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, May 26, 1876. jol5

BRITISH BARK "EVELYN," FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELCHERS & Co., Agents.
Hongkong, June 1, 1876. jol5

Notices to Consignees.

S. S. KARO, FROM ANTWERP AND SINGAPORE.

CONSIGNEES of Goods by the above Steamer are hereby notified that the Cargo will be landed and stored at their risk into the Godowns of the Undersigned, whence and from the Wharf or Boats delivery may be obtained.

Goods remaining in store after the 3rd Proximo will be subject to rent.

Optional Cargo will be sent on, unless notice to the contrary be received before Noon To-morrow.

Bills of Lading will be countersigned by MEYER & Co., Agents.
Hongkong, May 24, 1876. jol5

COMPAGNIE DES MESSEAGERIES MARITIMES, S. S. ANADYR.

NOTICE.

CONSIGNEES of Cargo per S. S. "Anadyr," from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from To-morrow, the 31st instant, at 10 a.m.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 4 p.m. To-day, the 30th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Tuesday, the 6th June, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Acting Agent.
Hongkong, May 30, 1876. jol5

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "Devotion" are hereby notified that the Cargo is being discharged into craft, and landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 3rd June, 1876.

Goods undelivered after the 5th June, 1876, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, June 1, 1876. jol5

NORWEGIAN BARK "FASAN," FROM NEW YORK.

CONSIGNEES of Cargo by the above named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

VOGEL, HAGEDORN & Co., Agents.
Hongkong, May 30, 1876.

BRITISH SHIP BELTED WILL, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

VOGEL, HAGEDORN & Co., Agents.
Hongkong, May 5, 1876.

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Acting Agent.

Ex Hongkong, March 10, 1876.
RM. No. 29, One case Merchandise, Y & L, from Marseilles.

Ex S. S. "Sund", April 7, 1876.
106 (indian) 10 bags Ginger, from Galle.

Ex S. S. "Melang", April 18, 1876.
13 } \$30/41 = 4 cases Merchandise, from London.

Ex A. 1, May 2, 1876.
C F P 108 bags Gum, from Bombay.

Ex Amoy, May 14, 1876.
C A W \$320/21 = 3 cases Amber.
H N m/a 5 " Merchandise.
P C C 4 " Wine.
P Y 5 " "
A D 9 " Sundries.
Brand & Co., 4 " Wax.
Hongkong, May 16, 1876.

CONSIGNEES of Cargo per German Bark "PHILIPPINA," MASTER, from Hamburg, are requested to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.

Consignees will have to sign an Average Bond before countersignature of the Bills of Lading.

WM. PURTAN & Co., Agents.
Hongkong, April 24, 1876.

Intimations.

HONGKONG HUMANE SOCIETY.

THE ANNUAL MEETING of the Members of the above Society will be held at the CITY HALL, on TUESDAY AFTER-NOON (June 6th), at Five o'clock, for the purpose of receiving the Report of the Committee, a Statement of Accounts, and to elect Officers for the ensuing year. Members and others taking an interest in the Society are invited to attend.
CHAS. C. COHEN,
Honorary Secretary and Treasurer.
Hongkong, May 31, 1876.

To-day's Advertisements.

FOR NINGPO & SHANGHAI.

The Steamship "YANGTZE,"
K. SCHULTZ, Master, will be despatched for the above Ports TO-MORROW, Saturday, the 3rd Instant, at 2 p.m.
For Freight or Passage, apply to
RIEMSEN & Co.
Hongkong, June 2, 1876.

FOR SWATOW, AMOY & FOOCHOW.

The Steamship "DOUGLAS,"
Captain BURNIS, will be despatched for the above Ports on TUESDAY, the 6th Instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.
Hongkong, June 2, 1876.

FOR MANILA.

The Spanish Steamship
"BUTUAN,"
will be despatched as above on THURSDAY, the 8th Instant, at Noon.
For Freight or Passage, apply to
H. KLAER.
Hongkong, June 2, 1876.

FOR BANGKOK.

The German Steamship
"FERONIA,"
Schultz, Master, will have quick despatch as above.
For Freight or Passage, apply to
Wm. PUSTAN & Co.
Agents S. S. Feronia.
Hongkong, June 2, 1876.

FOR NEW YORK.

The A 1 American Bark
"CHARLES A. LEARY,"
N. STEPHEN, Master, will leave here and at Whampoa, and will have quick despatch as above.
For Freight, apply to
VOGEL, HAGEDORN & Co.
Hongkong, June 2, 1876.

FOR MELBOURNE & SYDNEY.

The A 1 British Barque
"VINDEK,"
Capt. PARKHOUSE, with a large portion of her cargo engaged, will have quick despatch as above.
For Freight, apply to
RUSSELL & Co.
Hongkong, June 2, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

- LIZZIE, British barque, Captain John Inckay.—Broadbent, Anthony & Co.
- IMBROIA, German barque, Captain Matzen.—Wm. Pustan & Co.
- HOPE, British barque, Captain Boulton.—Gibb, Livingston & Co.
- COMBAT, American ship, Captain William M. Bray.
- BLIND WILL, British ship, Captain J. Brathwaite.
- WODAN, German barque, Capt. Meyer.—Wm. Pustan & Co.
- VINDEK, British barque, Captain John Parkhouse.
- RUBICON, British barque, Capt. Tinsan.—Arnhold, Karberg & Co.
- ZOROYA, British barque, Captain Geo. Scullott.—Gilmann & Co.
- TANTON, British ship, Captain James Clark.
- JOACHIM CHRISTIAN, German barque, Captain H. O. Reimer.—Wm. Pustan & Co.
- WILLARD MUGGETT, American barque, Captain J. B. Dickey.—Jardine, Matheson & Co.
- ACQUET, German brig, Captain P. Riis.—Eduard Schellhaus & Co.
- EVELYN, British barque, Capt. Knowles.—Melchers & Co.

SHIPPING.

ARRIVALS.

- June 1, P. H. Drevil, German barque, 628 W. Vorst, Saigon May 19, Rice.—Wm. Pustan & Co.
- June 2, Humboldt, German barque, 890, 8101, Bangkok May 16, Rice.—Eduard Schellhaus & Co.
- June 2, Douglas, British steamer, 854, Burnie, Fochow May 30, Amoy 31, and Swatow June 1, General.—Douglas Lafair & Co.
- June 2, Feronia, German steamer, 1080, R. Schultz, Bangkok May 26, Rice.—Wm. Pustan & Co.
- June 2, Fly, H. M. gun vessel, 464, 4, 120 H.P., John Bruce, Singapore May 17.
- June 2, Queensland, British steamer, 1487, Robert Craig, Sydney May 11, via Torres Straits, Coal.—Gibb, Livingston & Co.
- June 2, Norma, British steamer, 608, Walker, Swatow June 1, General.—Kwok Ahkong.
- June 2, City of Exeter, British steamer, 177, Gorley, Saigon May 27, Rice.—Hof Kee.

DEPARTURES.

- June 2, Deception, for Shanghai.
- 2, Statesman, for Fochow.
- 2, Yaso, for Coast Ports.
- 2, Hovsang, for Shanghai.

CLEARED.

- Yangtze, for Shanghai.
- Oreika, for Saigon.
- Thermopylae, for Fochow.
- Ferdinand, for Bangkok.

PASSENGERS.

ARRIVED.
Per Humboldt, from Bangkok 2 Chinese.
Per Douglas, Mr. G. Allen, and 32 Chinese.
Per Feronia, from Bangkok, 20 Chinese.
Per Queensland, from Sydney, 52 Chinese.
Per Norma, from Swatow, one European and 120 Chinese.
Per City of Exeter, from Saigon, 2 Chinese.

DEPARTED.

Per Deception, for Shanghai, Mr. S. Egan.
Per Yaso, for Coast Ports, 2 Cabin and 150 Chinese.
Per Hovsang, for Shanghai, 70 Chinese.
To DEPART.
Per Lombardy, for Singapore, Dr. Bradley, M.B.; for Bombay, Mr. Tata; for Southampton, Capt. Stirling, M.B., and servant; for Venice, Mr. and Mrs. Bird, Messrs. A. Morel, G. Whitfield, and Tiesonco.

SHIPPING REPORTS.

The German barque *F. H. Drevil* reports: First part of the voyage fine weather and light southerly winds, last eight days from the Farocella to port strong N.E. winds with hazy weather.

The German barque *Humboldt* reports: From Pulo Obi until the 20th had light S.W. and S.E. winds, from the 20th until arrival strong Easterly winds and high turbulent sea.

The British steamer *Douglas* reports: From Fochow to Amoy experienced moderate N.E. winds and fine weather, Amoy to Swatow light variable winds and fine. Swatow to port, light N.E. and E. winds and cloudy weather. In Fochow—*Stra. Vancouver, Glenfalia, Viking, Praemora, Castle, Montgomeryshire, Naples, MacGregor, and Galatia*. In Amoy—*H.M.S. Mosquito, R. O. Fei Hoo, and Stra. Ochof* and *Anchises*. In Swatow—*O. G. B. Chento, and Stra. Atalanta, Olympia, Hochung, Fochow, Namoa, and Norma*. Passed two steamers bound North at 9 p.m. of 1st June.

The German steamer *Feronia* reports: Experienced a very heavy gale on the 30th and 31st May from the N.W. and N.E. The British steamer *Queensland* reports: At 9 a.m. on the 11th May, passed Sydney Heads and at 3 p.m. on the 17th arrived at Cooktown. Left again at 9 p.m. on the 19th, passing up inside Barrier Reef, and arrived off Somerset at 5 p.m. on the 21st. Proceeded again on the morning of the 22nd, and at noon was off Booby Island, and Bird Island on the 26th. Passed through Manilla Straits into Malacca Passage on the 26th, through Banca Channel into Sulu Sea at midnight of the 26th, and through Mindoro Straits into China Sea on the 30th. Arriving at Hongkong to-day, the 2nd June. Through the Eastern Passage experienced light variable winds, between Mindoro and Pratas, moderate S.E. and Southerly winds with squalls and rain. From Pratas to Port light Easterly winds with passing showers.

The Brit. steamer *Norma* reports: Light N.E. winds and fine weather throughout the passage.

The British steamer *City of Exeter* reports: On Tuesday and Wednesday, the 30th and 31st, experienced a very heavy gale commencing at N.W. and gradually veering to round by N. to N.E. and E. with a very heavy confused sea. At 8 p.m. on the 31st weather moderated and on Thursday had moderate N.E. winds, which we carried to port.

CARGO.

Per Lombardy, for London, Tea 32,724 boxes, 9,347 half chests, 1,550 chests, 74 Silk 22 bales, Pongee 20 bales, Silk Piece Goods 11 cases, Wool 86 bales, Merchandise 180 pkgs.; for Continent, Raw Silk 74 bales.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

- For NINGPO & SHANGHAI—Per YANGTZE, at 1.30 p.m.—To-morrow, the 3rd Inst.
- For BANGKOK—Per DANUBE, at 8.30 p.m., on Saturday, the 3rd June, instead of as previously notified.
- For HAINAN (via CANTON)—Per H. I. M. S. SHEN CHI, at 7.30 a.m., on Wednesday, the 14th June, instead of as previously notified.

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet *LOMBARDY*, will be despatched with the Mails for Europe, &c., on SATURDAY, the 3rd June.

The following will be the hours of closing the Mails, &c.:—

- Friday, June 2, 5 p.m., Money Order Office closes.
- 6 p.m., Post Office closes except the Night Box, which remains open all night.

Saturday, June 3, 7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters closes.

10.15 a.m., Letters may be posted on payment of a Late Fee of 18 cents extra postage until

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.

11.50 a.m., Posting on Board ceases.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, May 28, 1876.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *AMAZONE* will be despatched on SATURDAY, the 3rd June, with Mails to and through the United Kingdom and Europe, via Manilla; to Saigon, Singapore, Batavia, Galle, Australia, New Zealand, Tasmania, Fiji, Aden, Seychelles, Réunion, Mauritius, Socotra, and Alexandria.

Letters may also be forwarded to India by this Packet, but can be paid only as far as Ceylon. The postage to Ceylon must be prepaid. Such letters should be marked *Post to India only*; they will go on from Galle as usual.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, May 27, 1876.

General Memoranda.

MONDAY, June 5:—2 p.m.—Sale of Household Furniture at Mr. J. M. Armstrong's Sale Rooms. Goods per *Ajux* undelivered after this date subject to rent.

TUESDAY, June 6:—Noon.—Douglas leaves for Swatow, Amoy and Fochow. 5 p.m.—Meeting of the Hongkong Humane Society at City Hall. Goods per *Anadyr* undelivered after Noon, subject to rent and landing charges.

THURSDAY, June 8:—Noon.—Butuan leaves for Manila. Goods per *Deucalion* undelivered after this date subject to rent.

FRIDAY, June 9:—Noon.—American Weekly Sale by Messrs Lane, Crawford & Co.

THURSDAY, June 15:—3 p.m.—American Mail leaves for Yokohama and San Francisco.

SATURDAY, July 1:—3 p.m.—Occidental & Oriental S. S. Co.'s Steamer *Be'gie* leaves for Yokohama and San Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Noon.—English Mail leaves for Ports of Call and Europe.

2 p.m.—Yangtze leaves for Ningpo and Shanghai.

Goods per *Karo* undelivered after this date subject to rent.

Auctions.

2 p.m.—Sale of Household Furniture, at N. 2, Gough Street.

TO ADVERTISERS.

The attention of Advertisers is respectfully drawn to the fact that a copy of the *China Mail* has for some time past been placed on board of every Steamer and Sailing Vessel on arrival in this Harbour. Facilities which have recently been placed within the reach of Captains and Officers of Ships have resulted in a material increase to the Subscription List of the *Mail*, amongst the shipping in port; and as special arrangements have been made to increase the usefulness of the Shipping List and to extend the circulation in the Bay, these advantages will be at once apparent to Advertisers.

Orders may be sent to
GEO. MURRAY BAIN,
China Mail Office.

THE HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS

OF
DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH, AMERICAN, AND FRENCH PATENT

MEDICINES,
MANUFACTURERS

OF
Soda Water, Lemonade, Tonic Water, Gingerade, Potass Water, Sarsaparilla Water, and other Aromatic Waters.

This Manufactory is under direct and continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced at 8.00 p.m.

THE CHINA MAIL.

HONGKONG, FRIDAY, JUNE 2, 1876.

As in his report on Hoihow, Dr. Dennis commences that on Haiphong with a few remarks respecting the navigation down to it from Hongkong. These, however, are not an important feature in the report, and we shall content ourselves in regard to them by observing that, while the English charts of the coast line appear to be sufficiently correct, those of the river are as yet imperfect; but Dr. Dennis says that the results of the French surveys of the port, which are very accurate, will doubtless shortly be published by our own hydrographic department. The subject of pilotage is next dealt with, and then we come to the more important one of anchorage. It is satisfactory to observe that Haiphong occupies a far better position in this respect than Hoihow. Instead of having to lie more than two miles from the shore, as at that port, vessels at Haiphong drawing fifteen or even twenty feet can comfortably anchor in mid-channel about a quarter of a mile from the shore, and abreast of a creek communicating with the main river upon which (some 150 miles distant) Hanoi, the capital, is situated. At low water the channel is only about the fifth of a mile in width. As any one acquainted with the weather in these seas might expect, typhoons occasionally visit Haiphong, doing much damage to the country round, and heavy squalls from the N.W. at times visit the anchorage, but the port has been opened such a short period that it has not yet been ascertained from experience whether vessels fitted with European ground tackles would suffer. Most necessities in the way of supplies to ships can be easily obtained. The river banks being low and of soft mud, the only landing places properly so called are four wooden jetties in the Customs' Creek, two on either side. The cargo boats are of native Annamite build, and are constructed of plaited bamboo pitched on the inside, and with eight poles, and are therefore incapable of

carrying very heavy cargoes. The ordinary pay given by the French Government to a coolie labourer is ten cents per day, and lumper coolies get a little more.

But, little signs of trade activity are visible at Haiphong. A few of the sharp-bowed Chinese river junks from Yunnan show that some trade is done with Western China, and suggest possibilities which may, some day, make Haiphong an important settlement. Ten or a dozen Hongkong and Pak-hoi junks represent the average business done in those directions, there seldom being more than the number mentioned in port at one time.

A Chinese stevedore is usually employed to superintend the transhipment or storage of cargo. There being no godowns on shore, or indeed any safe place for storage, except at the Customs House, cargo destined for Hanoi is, as a rule, either put direct into the boats which take it up the river, or taken by cargo-boats to the steam-launch which plies weekly between Haiphong and the Capital.

Haiphong, as a place of trade, is of but slight importance in native estimation, the only resident Mandarins of any standing being those attached to the Customs. As some day, however, it has been strongly fortified, two forts, as will be seen by the map, being advantageously placed to prevent vessels from passing.

These are now in the occupation of the French, being held by them until the indemnity money, due to France and Spain, has been paid out of the Customs' dues, or from other sources. The Haiphong known to foreigners consists, in general terms, of two small villages situated on the left bank of the Customs' creek, together with a few wattle huts on the opposite side. The villages are composed of small and uncleanly cottages, built of bamboo, plastered with mud, and in some cases whitewashed. The streets, if they can be so termed, were, until lately, impassable to Europeans, when cleanliness was an object, but the French authorities have recently succeeded in making them somewhat more decent, by mixing with the mud, and covering the surface with broken granite. Many of the huts are two or three feet below the level of the roadway, and are under water during heavy rains. The only shops are those kept by French and Chinese residents. The population of those living in boats, is variously estimated the average placing it at 9,000. The foreign population is—Chinese 850; Chinese civilians 22; soldiers and marines 120; Greeks 7, and 1 Austrian; total 1000.

In regard to the prospect of trade, until permission is given by the Annamite authorities to export rice, but little export trade can take place from Haiphong. From September 1875, when the port was opened for trade, to April 1876, but three foreign merchant steamers, all under British colours, and three sailing vessels, all under German colours, visited Haiphong, the whole of them arriving from Hongkong. The French foreign settlement extends from about a mile along the river side.

Hanoi, the capital of Tonquin, and now the headquarters of French influence in the country, occupies the position of a centre of commerce, Haiphong being merely, in a commercial sense, a place of anchorage for vessels. By the most direct water route, the distance between Hanoi and Haiphong is about sixty miles, but as the water in this channel is frequently too low to float even the lightest draft boats, the usual route is by the main river, which extends the journey to about 150 miles. The enormous rise of the upper waters during the rains renders both channels equally available for a short period in each year, but as the height subsides as rapidly as it increases, the main stream still remains the usual means of communication under ordinary circumstances. This latter lies through the Tai Bing canal and Red river, upon the banks of which latter Hanoi lies. It is very intricate, and the sands which abound in its course, are at times impassable.

Vessels drawing only six feet can, however, generally manage to get up the depth at low water varying from 3 fathoms to 2 fathoms. The steam-launch owned by Messrs. Landstein & Co., the *City of Whampoa*, runs up and down once a week, an opposition steamer (above mentioned) having very lately started also. One large town only is based on the way up, as is also a few Customs' stations. The traffic, however, does not appear to demand much attention from the latter, being almost nil, except as regards the minor articles carried in native boats. The appearance of the natives passed on the way up is unimpressive, as they look more like savages than subjects of a semi-civilized power. Hanoi is a city of some importance, it having formerly been the Royal City, or Capital, of the Kingdom of Tonquin, prior to its subjection to the King of Annam. It is situated on the left bank of the river, and is said to contain about 80,000 inhabitants, exclusive of from 2,000 to 3,000 Chinese, and some 175 Frenchmen. The district of which it forms the Capital, is computed to contain some 200,000 Christians, a estimate which, if accurate, says much for religious enterprises in these parts. The buildings of Hanoi present a marked contrast with those of Haiphong. The houses are mostly built of brick, and are narrow, but very deep. The principal merchants are Chinese, the Annamites keeping the smaller shops, and filling all positions requiring manual labour. The chief trade of the place is in Silk, though Opium, or Annamite (spurious) Gambier, is in great request by the Chinese for export. Tin comes down from Yunnan, but owing to the very insecure state of the river, which is infested by "Black-dog" and other rebels and pirates, the amount which reaches Hanoi is not very large. As at Haiphong, the foreign concession is situated on the south bank of the river, but it is much larger in size, while the buildings on it are far advanced towards completion.

The import trade as yet has been insignificant, the few foreigners doing business dealing almost exclusively in wines, stores, &c.

Of Grey Shirtings and T. Cloths, about 100 bales of each of the better-known descriptions appear to find their way to Hanoi, and it seems probable that there will, in time, spring up a fair demand for these goods, though native silk goods are cheap. In the opinion of resident Europeans, there

will also be an opening for their Woollen Goods of the cheaper sorts during the winter months. Several foreign marks of T. Cloths, Shirtings, and Black Cottons, much the same as those seen at Ho-how, are to be seen in the Chinese shops, but the average scarcely exceeds two bales per shop, and these come in junks and boats from Pak-hoi, about 20 houses import foreign goods, of which some 7 or 8 are of importance.

The import duties are clearly defined in the agreement between France and Tonquin, but the squeezing and peacocking, so common in China, pervades also the Annamite system, and some cases of atrocious oppression have been reported. The inland duties are exorbitant, and those upon exports still more so.

The export duties are, by treaty, 5 per cent *ad valorem* on all goods exported from either Hanoi or Haiphong, but the Annamite authorities have ingeniously managed to render this agreement, to a great extent, nugatory, by imposing excessive duties on everything brought to either port for shipment from the adjacent places of production. In addition to this, much heavier duties are levied than the treaty authorities.

Tables of the exports from the opening of the port on the 15th September 1875 to the 23rd March 1876, and from the 24th March to the 12th April last, are given. The chief articles exported during the latter brief period were Spurious Gambier (1,310.60 piculs); Lacquer Varnish (947.34 piculs); Medicines (723.23 piculs); Stick Lac (427.71 piculs); Tin (421.54 piculs); Mushrooms (138.68 piculs); Nutmegs (127.79 piculs); Rice Powder (103.18 piculs).

Cholera occasionally visits the province, but it does not appear to be an established epidemic. As in all low-lying localities, fever at times attacks new-comers, but nothing could be heard beyond an assertion that either Haiphong or Hanoi are more unhealthy than, say, Shanghai.

Minerals of all sorts are said to abound in Tonquin, while tin is also brought down from Yunnan. Coal mines are situated at from 5 to 6 miles from Haiphong, and, like others in the province, were formerly worked. The natives speak of iron and copper mines in various localities, but, as in Hainan, the Mandarins as yet refuse to allow them to be touched. If a foreign company, backed by the French authorities, were started to work the coal mines near the mouth of the Bac-nam river, there can be little doubt, that the enterprise would prove remunerative. Foreign ships or boats could get to within a short distance of the spot, and thus diminish the cost of transport. Experiments have been made with the surface coal found in this locality, the result of which has been to show that, when picked, it is well adapted for steam purposes, though, if used as it comes from the mine, it contains a large proportion of rubbish.

Judging merely from the two reports before us on Hoihow and Haiphong respectively, we think it will be unhesitatingly admitted that the prospects of trade at the latter place are far better than those at Hoihow. It is true that neither Haiphong nor Hanoi appear to be towns in which science, art or literature has yet been extensively patronised,—in fact, the former place is described as being filthy and squalid in the extreme, even for a native town in the Far East—but still the navigation to the place does not seem to be beset with so many difficulties as it is to Hoihow, and, what is far more important, the anchorage at Haiphong may be described, comparatively speaking, as very good. The questions of anchorage and the navigableness of the river leave others far behind in importance here. Nobody expects that the manufactures of either Haiphong or Hanoi will ever be scarcely worth the fetching, but these places derive their importance from being situated on the natural trade routes of some vast provinces, which are known to be rich in productions, Yunnan for example. Some remarks are made at the close of the report respecting the route to Yunnan via Haiphong and Hanoi, and as this is a subject of considerable interest for several reasons, we conclude this notice by quoting them *in extenso*:—

The route has been traversed by a portion of M. Dupuis' expeditionary force, but involved the use of very light-draft boats, while, at times, even these were detained by the numerous banks and shoals. Native communication is carried on in light-draft riverboats, with sharp bows and flat bottoms. The outskirts of the Yunnan province have, for a considerable period, been in the possession of Chinese rebels, who are at one time waging war against the Chinese authorities, while at another fighting Annamite rebels for Annamite pay. These "Black dog" mercenaries, as they are termed, are frequently to be seen in Hanoi; they are a reckless bold-looking set of men, and swaggar about armed with double-barrelled pistols, in a way that warns peaceable people to avoid them. At the end of March just past, a Chinese General with a coral button, was in command of a small but brave force, numbering some 3,000 men, visited Hanoi with an escort of 400 braves, and reported that he had gained important victories over the rebels infesting the river, and had driven the remnant into the mountains. How far this account was true is, of course, uncertain. The French Consul at Hanoi intends to go to Yunnan as soon as a suitable steam-launch, which he expects to arrive shortly, is at his disposal. He has not hitherto made the trip, as the Annamite authorities plead inability to protect him against the attacks of the banditti.

The only trade as yet attempted with Yunnan has been in arms, but the people are reported to be anxious to obtain muskets of foreign Cotton and Woollen Goods; and there appears to be a well-founded belief that at no very distant period, large numbers of the natives will take to establish residence of any one attempting to establish such a business must be at Hanoi, which would itself also, in all probability, give a fair field for enterprise.

THE SPIRIT OF THE MORNING PRESS.

The Press notices the report prepared by the Secretary of the Hongkong Chamber of Commerce on the newly-opened port of Haiphong.

THE HONGKONG NATIVE PRESS.

The *Chinese Mail* says the Chinese emigrants are despised wherever they go.

The *Chung Ngai San Po* gives a list of ancient rulers of foreign countries and the circumstances under which they left the throne.

The *Universal Circulating Herald* has no editorial in this issue.

LOCAL AND GENERAL.

It is stated that the P. & O. Co.'s steam-tender *Saida* will leave shortly for Fochow, where she will be engaged in towing.

We are requested to state that the Criminal Sessions will be resumed to-morrow at 10 a.m., and that Jurors will have to attend.

The following vessels have gone to the Cosmopolitan Dock:—British ship *Caroline*, British barque *Zoroja*, British brig *Victory*, and Spanish brig *San Lorenzo*. The Spanish steamer *Butuan* has gone to Kowloon Dock.

We have to acknowledge with thanks receipt of Sydney files from the Captain of the *Queensland*, with dates to 11th May. On the 5th May, there left Newcastle (N.S.W.) *Sir Lancelot*, ship, Ebbwne, for Hongkong, with 1,190 tons coal; *Lady Turner*, barque, Vincent, for Singapore, with 680 tons coal, 6 tons coke; *Maria Yeast*, barque, Daw, for Manila, with 600 tons coal. The barque *Alexander Newton*, Newton, left the same port on the 9th for Chefoo, with 422 tons coal. The *Louise* was to leave Melbourne for Hongkong on an early day.

Powdered ginger and snuff have their value when used for legitimate purposes, but we saw them used in rather a questionable manner this morning. A coolie having been seized with a fit in Wyndham Street, one sympathising countryman freely lubricated the poor fellow's face with the first article, while another, finding that the remedy was not as efficacious as could be wished, introduced a quantity of snuff up his nostrils by the aid of a bamboo. The man was soon afterwards carried off in the police ambulance, so that we had not the opportunity of observing whether the second remedy was successful or not.

A very pleasant entertainment was given last evening by Major Emerson and the officers and ladies to the children of the 28th Regiment at the Gymnasium ground, Murray Barracks. His Excellency Sir Arthur Kennedy and the Ladies from Government-house, with a few others, were present. Tea was served in tents, when the magnificent cake, sent in by the Governor, was cut up, the fine Pagoda ornament being awarded by Major Emerson to the biggest girl, a distinction which seemed to be highly prized by this handsome "daughter of the regiment."

After tea a variety of games were improvised, in which several of the officers who distinguished themselves at the late athletic sports assisted. For the long pull, strong pull and pull altogether—or "French and English," as it used to be called—the boys were carefully and equally divided: the Revd. W. H. Baynes taking one side, and the Revd. Father Longo the other. The struggle was most interesting, the little fellows digging their heels into the ground, and pulling as if for very life; at length after a hard time for both sides the Priests were overthrown, and Protestantism triumphed! Then came broadsword exercise with bamboo canes, in which the lads showed very fair proficiency;—the girls also being put through their drill. It was very pleasing to notice the gentle and nice behavior of the boys and girls, and this must be in measure owing to the admirable arrangement of their being educated together. It is quite evident that the school-master is an object of affection as well as of fear.

After these exercises came part singing and recitations; "the burial of Sir John Moore" being admirably given by one of the boys, and "Cassandria" by one of the girls in a very touching manner. By the care and forethought of the ladies every child had been provided with a sunnet, and the Governor remarked that all their clothes appeared as if made by the same hand. It may be said, a little treat of this kind is nothing so very remarkable, and is hardly worth public notice.

SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, FRIDAY, 2ND JUNE, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Abbotsford	5 c	Patterson	Brit. str.	649	May 30	Jardine, Matheson & Co.	Manila	K'loong Dock
Altona	4 c	Müller	Ger. str.	1179	May 30	Wm. Pustan & Co.		
Batuan	4 k	Fremoya	Span. str.	257	May 30	B. Kler	S'pore and Penang	
Cassandra	3 h	Langer	Ger. str.	947	May 30	Wm. Pustan & Co.		
Cleopas	3 h	Dryden	Brit. str.	983	May 30	Adamson, Bell & Co.		
Columbian	5 c	Alderton	Brit. str.	1417	May 30	P. & O. S. N. Co.	Bangkok	To-morrow
Cypriotes	5 c	Wood	Brit. str.	1280	May 30	Adamson, Bell & Co.	Shanghai	To-day
Danube	3 h	Clanchey	Brit. str.	661	May 30	Yuen Fat Hong	Coast Ports	
Deucalion	5 c	Brown	Brit. str.	1639	May 30	Butterfield & Swire		
Douglas	5 h	Burnie	Brit. str.	884	June 1	Douglas Lapraik & Co.		
Feronia	4 h	Schultz	Ger. str.	1085	June 1	Wm. Pustan & Co.		
Glamis Castle	4 c	Diokrie	Brit. str.	1539	May 31	Adamson, Bell & Co.	Shanghai	To-day
Howang	4 c	Hutchinson	Chi. str.	800	June 1	O. M. S. N. Co.	S'pore and Bombay	To-morrow
Lombardy	5 k	Gillson	Brit. str.	1726	May 31	P. & O. S. N. Co.		
Malacca	5 k	Shellard	Brit. str.	1050	May 31	P. & O. S. N. Co.		
Mecca	4 h	Johnson	Brit. str.	687	May 31	Hop Kee	Saigon	To-day
Mikado	8 h	Moore	Brit. str.	3030	May 31	Wm. Pustan & Co.		
Orochi	8 h	Butlin	Brit. str.	1137	May 31	Remedios & Co.		Laid up
Pasig	.....	Lopez	Span. str.	167	June 1	Aug. Heard & Co.		
Pawtuxet	4 k	.....	Amer. str.	280	June 1	Order		
Riga	6 c	Clarke	Brit. str.	921	May 31	Remedios & Co.	Manila	To-day
Salvadora	8 c	Hormascher	Span. str.	615	May 31	Jardine, Matheson & Co.	Foochow	To-day
Statesman	5 c	Valiant	Brit. str.	1209	May 31	P. & O. S. N. Co.	Yokohama	Mails
Sunda	4 k	Lee	Brit. str.	1029	May 31	Jardine, Matheson & Co.	Shanghai	
Vasco de Gama	7 k	Rice	Brit. str.	2000	April 29	Siemens & Co.	Coast Ports	To-morrow
Yangtze	5 c	Schultze	Brit. str.	783	June 1	Douglas Lapraik & Co.		Repairing
Yesso	5 h	Punchard	Brit. str.	559	May 31	Kwok Acheong		
Yottung	2 h	.....	Brit. str.	324	June 1			
Sailing Vessels								
American Lloyd								
Anna	4 k	Park	Amer. bge.	510	May 21	Vogel, Hagedorn & Co.	San Francisco	
Annie Fish	4 k	Jessen	Ger. bge.	448	May 21	Wm. Pustan & Co.	San Francisco	
August	3 c	Hiffes	Amer. sh.	1496	April 23	Russell & Co.	Manila	
Belted Will	4 k	Ris	Ger. bg.	274	May 25	Eduard Schellhass & Co.		
Bua-Pan	3 c	Brantwaite	Brit. sh.	812	May 5	Vogel, Hagedorn & Co.	London	
British Crown	2 c	Müller	Siam. sh.	675	May 19	Kin-tye-loong	Cebu	Cos'tan Dock
Caroline	7 h	Andrew	Brit. bge.	448	April 27	Meyers & Co.	Newchwang	
Charles Maureau	.....	Turnbull	Brit. sh.	937	May 15	Borneo Company		
Chas. O. Leary	4 k	Quatrous	Foh. bge.	368	May 24	Landstein & Co.	Keelung	
Chateaubriand	3 c	Stephen	Amer. bge.	644	April 20	Carlowitz & Co.		
Cheng Soa	3 k	Hervé	Foh. bge.	384	May 30	Carlowitz & Co.		
Christina A. P.	2 h	Cheng Sang	Siam. sch.	200	April 30	Chinese		
Comet	3 c	Federico	Amer. sch.	175	Jan. 8	Order	San Francisco	
Commissary	4 c	Bray	Amer. sh.	1157	April 23	Russell & Co.	London	
Crested Wave	8 h	Hunter	Brit. sh.	900	April 23	Vogel, Hagedorn & Co.	Foochow	
Daylight	1 c	Renouf	Brit. bge.	345	May 26	Douglas Lapraik & Co.		
Deutschland	2 h	Redemaker	Siam. bge.	447	May 17	Kin-tye-loong	Haiphong	Repairing
Dora	3 c	Tilman	Ger. bge.	269	May 18	Arnhold, Karberg & Co.		
Emma	1 c	Luzarrego	Span. bg.	322	May 13	H. Kier		
Evelyn	3 c	Gran	Ger. bge.	340	May 31	Wm. Pustan & Co.		
F. H. Drews	8 c	Knowles	Brit. bge.	762	May 31	Melchers & Co.	Manila	
Fasau	2 c	Vorsatz	Ger. bge.	623	June 1	Wm. Pustan & Co.	Bangkok	
Ferdinand	.....	Sandberg	Norw. bge.	290	May 28	Vogel, Hagedorn & Co.	London	
Hope	3 k	Westergaard	Ger. bge.	416	May 20	Melchers & Co.		
Humboldt	4 c	Boulton	Brit. bge.	464	April 29	Vogel, Hagedorn & Co.	Callao	
Iphigenia	4 k	Stoll	Ger. bge.	330	June 2	Eduard Schellhass & Co.	London	
J. H. Jensen	4 c	Matzen	Ger. bge.	464	April 24	Wm. Pustan & Co.		
Joaquina y Anna	4 c	Rasmussen	Ger. bge.	275	May 2	Arnhold, Karberg & Co.	Newchwang	
John Milton	4 c	Man	Amer. sch.	40	May 27	C. P. Kelcomb	Manila	
Kate Tatham	4 c	Reimer	Ger. bge.	457	May 18	Wm. Pustan & Co.		
Kronprinzessen	7 c	Murphy	Brit. sh.	618	May 22	Russell & Co.		Cos'tan Dock
Lord Macaulay	7 c	MacKenzie	Brit. bge.	275	May 12	Carlowitz & Co.		
Lucie	3 c	Hamin	Dan. bge.	344	May 23	Eduard Schellhass & Co.		
Lycka Till	3 c	Monkman	Brit. bge.	879	May 28	Captain		
Marie Alfred	2 c	Colberg	Siam. bge.	432	May 15	Lack Me & Co.	San Francisco	
Marquis of Argyll	2 h	Rissel	Ital. sh.	1013	May 18	Thos. Howard & Co.	Malbourne & Sydney	
May	8 c	Leclerc	Foh. bge.	309	May 30	Landstein & Co.		
Minna	2 k	McKeon	Brit. bge.	500	April 10	Rozario & Co.		
Mount Lebanon	7 c	Plumley	Brit. 3m. sc.	237	May 19	Olyphant & Co.	Tientsin	
Nautilus	8 c	Thuren	Ger. bge.	456	May 11	Wm. Pustan & Co.		
Northern Chief	1 h	Hall	Brit. 3m. sc.	530	April 23	Rozario & Co.		
Oceanus	3 k	Blocky	Brit. bge.	242	May 27	Eduard Schellhass & Co.	London	
Otter Cape	4 k	Brown	Brit. bge.	392	May 31	Melchers & Co.		
Papa	8 c	Reckwoldt	Ger. 3m. sc.	335	May 19	Siemens & Co.		
Paradies	8 c	Morday	Brit. bge.	682	May 8	Arnhold, Karberg & Co.		
Peiho	8 h	Paasch	Ger. bge.	760	May 11	Siemens & Co.		
Rebecca	4 c	Thurrie	Ger. bge.	546	May 29	Wm. Pustan & Co.		
Rota	4 c	Christiansen	Ger. bge.	250	May 29	Arnhold, Karberg & Co.		
San Lorenzo	3 c	Bundgaard	Ger. bge.	408	May 23	Wm. Pustan & Co.	Manila	Cos'tan Dock
Scotland	7 c	Harison	Dan. sh.	882	May 8	Jardine, Matheson & Co.		
Swallow	4 c	Pico	Span. bg.	230	May 14	Remedios & Co.	San Francisco	
Taunton	4 c	Holcomb	Amer. sch.	78	May 27	Captain	Touron	
Thermopylae	2 c	Hoves	Amer. sh.	1239	April 28	Order	Foochow	about 31st
Titan	3 c	Clark	Brit. sh.	638	May 18	Siemens & Co.		
Vesta	8 h	Matheson	Brit. sh.	948	May 11	Adamson, Bell & Co.	Tientsin	
Victory	8 c	Berry	Amer. sh.	1226	May 19	Messageries Maritimes		
Vindex	4 k	Dirls	Ger. bge.	302	May 21	Melchers & Co.		Cos'tan Dock
Wealthy Pendleton	1 h	Whiting	Brit. bg.	255	May 22	Yuen Fat Hong		Repairing
Willard Mudgett	1 c	Parkhouse	Brit. bge.	290	May 3	Landstein & Co.	San Francisco	10th prox.
Willie	1 c	Blanchard	Amer. bge.	809	Mar. 30	Vogel, Hagedorn & Co.	Honolulu	
Wodan	3 c	Dickey	Amer. bge.	875	May 15	Wing Wo Yuen		
Zoroya	1 h	Badenoch	Brit. 3m. sc.	274	May 20	Arnhold, Karberg & Co.	S'pore & Mauritius	
	3 k	Mayer	Ger. bge.	439	May 7	Meyer & Co.		Cos'tan Dock
	.....	Scarlott	Brit. bge.	383	May 13	Gilman & Co.		
WHAMPOA								
Cap Horn		Green	Ger. bge.	401	May 23	Wm. Pustan & Co.	Tientsin	
Charité		Hervé	Foh. bge.	355	May 25	Carlowitz & Co.	Tientsin	
Lizzie		Inokyo	Brit. bge.	385	May 17	Broadbear, Anthony & Co.	Obefoo	
Rubicon		Imman	Brit. 3m. sc.	204	May 23	Arnhold, Karberg & Co.		
CANTON								
Fuyew		Crood	Chi. str.	920	June 1	O. M. S. N. Co.	Shanghai	
Ningpo		Rayner	Brit. str.	761	May 30	Siemens & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 c	German	corvette	1380	6	400	May 21	Kühne
Cyclop	6 c	German	gunboat	360	6	80	May 11	Von Reiche
Flamer	7 h	British	aux. naval hospital	2200	19	400	May 13	D. M. Insp. Gen. Morgan.
Hertha	7 c	German	corvette	461	4	120	May 16	Kner
Hornet	6 h	British	gun vessel	638	6	500	April 20	Hippisley
Kearstige	6 c	American	corvette	462	4	100	June 1	F. V. McNair
Kestrel	6 c	British	gun vessel	2591	.....	.....	.....	C. E. Theobald
Meenasee	6 k	British	military hospital	1405	14	350	June 1	Capt. Becker
Modeste	6 c	British	corvette	464	4	120	May 15	Alex. Buller
Thistle	6 k	British	gun vessel	3087	2	.....	.....	Francis Stirling
Victor Emanuel	6 k	British	Commodore's flag ship	1800	19	400	May 31	Commodore Watson
Vineia	6 c	German	corvette	410	3	288	May 19	Count Monte
Yanlo	6 h	American	gunboat	308	.....	.....	April 18	R. S. McCook
At Canton								
Pala		American	gunboat	308	.....	.....	April 18	W. R. Bridgeman

FOOCHOW SHIPPING IN PORT.

May 27, 1876.

Braemar Castle	for London
Galatea	for London and Hamburg
Glenfinlas	for London
MacGregor	for London
Montgomeryshire	for London
Tokatea	for Shanghai
Viking	for London
Wagrien	German schooner
Yang Woo	Chinese corvette
Yesso	for Hongkong

SHANGHAI SHIPPING IN HARBOUR.

May 26, 1876.

Adon	Chinese
Amazona	French
Appin	British
Bairak	Russian

MERCHANT STEAMERS.

Fire Queen	American
Foochow	British
Formosa	British
Fusiyama	American
Glaucus	British
Honan	American
Klanges	American
*Lombardy	British
Nagoya Maru	Japanese
Plymouth Rock	American
Shansee	American
Szechuen	American
Szechuen	.....

MERCHANT SAILING VESSELS.

Adler	German barque
Bethany	British barque
Black Adair	British ship

* Since left port, or arrived at Hongkong.

Ceres	for New York
Cuba	British barque
Diamant	German barque
Ellen	British barque
Ellen Browne	British barque
Francis Lewoy	American barque
Hilda	British barque
Maid of Judah	British barque
Raymond	British brig
Rita	Spanish barque
Windhover	for London

MEER-OF-WAR.

Abreck	Russian corvette
Charybdis	British corvette
Immortalité	British frigate
Mondecoy	American corvette
Narcissus	British frigate
Newcastle	British frigate
Surprise	French gunboat
Topaze	British frigate

Police Intelligence.

(Before the Hon. C. May.)

June 2, 1876.

ATTEMPT TO COMMIT SUICIDE.

The remand case in which Au Mi Yuh, an inmate of a Chinese brothel, was charged with attempting to commit suicide, came on again. Defendant prayed for mercy and said that she was sorry for having attempted to destroy herself, and promised not to do so again. She was ordered to give security in one household in \$25 to be of good behaviour within next 6 months. A man named Leung Apat was in Court and released her by depositing \$25 in lieu of bail for her.

LARCENY.

The remand case in which Lai Aai, a coolie, was charged with stealing an iron bar from the Military Barracks at Stanley, came on again. After some evidence being taken, the prisoner was sentenced to one month's imprisonment with hard labour, and the witness Cheung Aai, a watchman of the said Barracks, was fined \$20, in default 6 weeks' imprisonment with hard labour, for giving wilful false evidence.

ASSAULT.

Chang Kwai, a coolie, was charged with assaulting one Mak Amow, a stone cooler in the employ of Messrs Lammer, Atkinson & Co. It appeared from the evidence that the complainant gave a man into custody yesterday for assault, and the man was fined \$2 by Mr Russell. On leaving the Court, and when near to his master's house, he noticed the defendant and other coolies who called out to beat him. The defendant struck him on the head and right shoulder. The defendant was immediately seized by the complainant and was given into custody. Mr May sentenced the defendant to 21 days' imprisonment with hard labour, and to be exposed in stocks near the scene of the offence for 2 hours, and at the expiration of his imprisonment to find security in one household \$10 to keep the peace for 12 months.

SUPREME COURT.

(Before Mr Justice Snowdon.)

June 2, 1876.

RETURN OF WRIT OF HABEAS CORPUS.

Regina v. R. Duncan.

This was a motion on the part of the defendant to be admitted to bail. The defendant was committed to trial on the charge of conspiracy to defraud, and bail was refused by the Magistrate.

Mr Kingsmill, instructed by Mr Denny, appeared in support of the application, and Mr Brereton appeared to oppose it.

Mr Kingsmill said that on last Wednesday he made an application for a writ of Certiorari, by means of which the depositions and the papers connected with the case were now in Court; and for a writ of Habeas Corpus, and on this the defendant would now move that his release be admitted to bail. The grounds of the application were set out in the affidavit filed in Court. The defendant, in ill-health, having suffered in autumn last from several illnesses, in which he became delirious, and while in the delirium, he met with an accident, from the effects of which he had not yet recovered. The next circumstance set out was that this case had been hanging over his head for several months, an official letter having been sent to him as early as February last, calling upon him to account for the money for which he was now charged with conspiracy to defraud. Yet although, he had such early notice, no move was made to get away. He had his wife and family here, as also his property. When the case was on remand, he was admitted to bail, which was by a deposit, he did not move but appeared from day to day, and there were no symptoms of his running away. The other side had filed an affidavit in opposition to this application, and having had an opportunity of reading it, he must distinctly say that the aim was that of the punishment of a man accused before his conviction. The object of bail was to keep the man charged should not be kept in gaol unnecessarily, and at the same time to secure his presence at the trial. The Dock Company having succeeded in putting him into prison, was doing all it could to look up his property, and by keeping him in gaol, to prevent him from defending himself. Not satisfied with this, they filed an affidavit to oppose his admission to bail. Mr Kingsmill was astonished that this affidavit should ever have been filed, and he was astonished to see such an affidavit, coming as it did from such a source. The prosecution had taken away all the facilities of the defendant for defending himself, having had all the witnesses on their side. In making the defence for the defendant, it was absolutely necessary that the learned counsel should have the presence of the accused to go over the books. He must, however, say, to the credit of the Company, that its Chairman had informed him through the Secretary that he could have access to the books, but they would be no use to him if he had not some one to explain the different items to him. They were, moreover, large books, and he could not expect the Company to allow them to be taken away from the office. The books being in the office and the defendant in the gaol, how could he make use of them. Looking at the affidavit filed in opposition two charges were set forth; one was a conspiracy to do an act, not to commit an offence but to do a civil wrong.

His Lordship asked whether the nature of the charges had anything to do with the present motion.

Mr Kingsmill said he would only explain what the charges were consisted of. The defendant was charged with conspiracy to defraud. There were some 1600 sheets of copper involved, and the value of the same, according to the theory of the prosecution, was misappropriated by the defendant, but the whole metal had been traced into the godown of the Company. There were 1600 or 8000 sheets of copper purchased of Messrs Schellhas & Co., so Mr Addyman said, and he personally supervised the store at Kowloon. Shortly afterwards over 3000 sheets were sold to Capt. Mallan, and the rest, as Mr Addyman had testified, was put into the Company's godown and used for the purposes of the dock. Even if Mr Addyman had not said so, the sheets were there and had been made use of. The only wrong there was in this transaction was that the metal was sold at a profit of 50 cents a pound, but this was only a civil wrong and not a criminal act.

His Lordship asked if Mr Kingsmill was not travelling into the defence of the case.

Mr Kingsmill replied that he would not go beyond this one point. He wanted to show that the wrong was not a criminal wrong. The defendant was dismissed from his post, and he got distinct notice in February in reference to this matter, but there had been no symptoms of his going away. Here a man was put into gaol on a criminal charge, while attachments were made right and left against his property in a civil action. Mr Kingsmill trusted that the Court would give the defendant every facility to make his defence both in the civil action and in the criminal charges brought against him. Mr Kingsmill referred again to the case of Banner Oakley, a case which occurred in England, and the case which was charged with extensive frauds. Although bail was refused when the case was on remand, when prisoner was committed for trial, bail was accepted. The object of bail, he submitted, was to secure the presence of the man at the trial and not for his punishment previous to conviction. He thought the security would be enough when two substantial men came forward and pledged themselves in such and such amounts, and it would be their interest to take care that the man bailed would not run away, and they could stop any attempts at absconding by handing the man over to the Magistrate. Mr Kingsmill concluded by asking that bail be allowed to the defendant.

Mr Brereton rose to reply. His Lordship questioned his *lous standi*. Mr Brereton said he appeared in his capacity of solicitor for the complainants in private prosecution, which was allowed by the law of the Colony—Section 19 of Ordinance 3 of 1875.

His Lordship said he was aware he could appear in private prosecutions, but the question was could he appear in such applications. His Lordship asked for an authority.

Mr Brereton said he knew of no case to the contrary.

Mr Kingsmill mentioned the fact that the widow of a murdered man could appear to oppose. As the widow was alone able to oppose, it might be presumed that none others were allowed to do so.

Mr Brereton said the case referred to was Irish law, and not English law, which was in force in this Colony.

His Lordship thought he could not hear Mr Brereton.

Mr Brereton said Mr Kingsmill had made reference to the affidavit and his remarks were unfair to the Company and its directors, and he thought it only just that he should be allowed to say a few words in reply.

His Lordship allowed him to do so, but he must confine himself to the exonerations of the Company.

Mr Brereton then said that he emphatically denied that the Company opposed the motion from vindictive feelings. The Directors considered it their duty as trustees to institute these proceedings, and it would have been dereliction of duty on their part if they had not done so. As to the refusal of bail, it was done by the Magistrate of his own motion, and he (Mr B.) had made no application whatever.

Mr Kingsmill remarked that the directors were quite right in taking proceedings; it was the affidavit of which he was complaining.

Mr Brereton said he did not come here with vindictive feelings. As regards the affidavit, it also was not made with any vindictive spirit. There was one circumstance which led to the affidavit being filed. On the 24th of May last the defendant assigned his property to Mr John Jack, who was now proposed as one of the sureties. If bail was granted under the circumstances, he would say it was done at the expense of the Company, which had instituted a civil action against the defendant.

Mr Kingsmill said he did not find fault with the Company for the proceedings it had taken; it was of their action at the present moment that he complained.

Mr Sharp, the Crown Solicitor, rose to say that he thought it his duty as Crown Solicitor, to mention that, although he had no instructions from the Government to say so, he had no doubt that it was the wish of the Crown that the defendant should have all the opportunities possible to make his defence.

His Lordship having looked into the law as regards practice, said Mr Brereton could appear to oppose, and that the Court would therefore hear him.

Mr Brereton then quoted from Oke's Magisterial Synopsis, p. 917, in reference to bail, which says—"In coming to a decision whether an accused should or should not be admitted to bail, or may be suggested that the only purpose of committing to prison before trial being to ensure the appearance of the accused person at the time and place when and where he is to be tried, justifies in performing this important judicial duty should consider the circumstances of each case with this object only in view. This duty involves inquiry, in which discretion must be exercised, and in some cases of misdemeanor discretion under circumstances of much nicety; and therefore no general rule can be laid down, which is to depend upon the facts of each case. Usually, however, it will be sufficient for the Justices to look at the nature and magnitude of the charge, the position in life of the accused, the cogency of the evidence against him, and the probable severity of the punishment likely to follow a conviction; and if they then consider that the probability is, that the accused would sooner forfeit a sum of money than run the risk of a trial and conviction and the sentence likely to follow, they should refuse bail, as it is the practice of the Judge to do so in such cases." Now the gentleman who tried this case had very great experience in criminal law and was, moreover, a barrister, a more competent man than he as a Justice could not be had; yet this gentleman in the exercise of his discretion, had come to the conclusion of refusing bail to the defendant for fear of his running away, apart from any suggestion from him (Mr B.). His Lordship had not tried the case, nor had he seen the witnesses, and could not therefore form quite so correct an idea from the written depositions.

Mr Kingsmill said he must object to such remarks.

His Lordship said he had read through the depositions very carefully.

Mr Brereton observed that he had no doubt his Lordship had done so, as he always did, but not having seen the witnesses and their demeanour in Court his Lordship could not have formed so clear a notion of the reasons which induced the Magistrate to refuse bail, which was entirely a matter of discretion. Mr Brereton then called the attention of the Court to a celebrated criminal case which was tried in this Court last year, in which the Chief Justice stated

that he saw no moral distinction between obtaining money under false pretences and felony; in the present case, besides the charge of conspiracy, there was a charge of obtaining money under false pretences. In reference to the first fraud case in England quoted by Mr Kingsmill, Mr Brereton urged that the state of things was very different there to what it was here; there was a thoroughly efficient detective system there which rendered absconding almost impossible; and having regard to the circumstance of the defendant's assigning his remaining property to Mr John Jack he day after the Company had attached other property belonging to him, and the execution of the deed to Mr Jack on the very same day, he thought the transaction was open to suspicion. As regards ill-health, the defendant met with the accident last September and he had been at the Colony both on foot and in chair for months, and had appeared to be in very good health. As the learned counsel had referred so much to this civil action, he would mention that the Company had sworn through their Chairman and the Secretary that they had been defrauded to the extent of upwards of \$70,000. The defendant having made away with \$11,000 and assigned it over to one who was proposed as his surety, the strong presumption was that he intended to run away. If he had not such intentions, what need of there transfer the property to him? If he was innocent, he need not fear the law; he would defy any one to prove his guilt, but this transfer of property was a strong presumption of guilt. Mr Brereton asked the Court not to interfere with the decision of the Magistrate and not to allow bail. As regards the examination of the books the Company would be only too glad to give every facility. They would even send an assistant with the books to the gaol and he would explain anything to the defendant's solicitor in the presence of the defendant. As regards what Mr Sharp had said, he did not think the Crown Solicitor should interfere, this being a private prosecution, and Mr Sharp had said that he had no instructions from the Government whatever. Mr Brereton was the solicitor for the prosecutors in this private prosecution, and the case should be left in his hands altogether. Without in any way acting as an imputation on Mr Sharp, he would mention that in the civil action he was the solicitor for the plaintiffs, while the firm of Messrs Sharp, Toller and Johnson were solicitors for the defendant. It was not that Mr Brereton had any suspicion or meant to impute anything whatever. But on the same principle that a Judge would not sit to try a case in which he was interested by reason of being a shareholder or otherwise, Mr Sharp should retire.

Mr Sharp replied that such a motion had never come across his mind. He did not say that he had any instructions from the Government on the subject, nor had he received any of the papers concerning the case, or notice of this motion. He had appeared out of respect to the Court, and from a sense of duty; and he only said that he thought the Crown would be glad to see that the defendant should have every opportunity of making his defence.

Mr Brereton repeated that he did not mean to impute anything, nor that he had even the slightest suspicion. If he had, he would not have mentioned the matter at all, but he thought Mr Sharp, on principle, should not have anything to do with the case.

His Lordship observed that he was the Crown Solicitor.

Mr Brereton replied that this was a private prosecution.

Mr Sharp said his firm had written several days ago to the defendant, offering to withdraw themselves as solicitors for the defendant in the civil action if he (Mr Duncan) thought it would be to his interest to have Mr Denny (who was his attorney in the criminal prosecution), as his solicitor in the civil suit, as from his connection with the criminal charge, the transfer might be desirable; but Mr Duncan said he had no wish to do so.

His Lordship said Mr Sharp was quite right in writing that letter, and it did him great credit.

Mr Sharp observed that, this letter was written seven days ago, and he would produce a copy which he had in his office.

Mr Brereton again adverted to the fact that this was a private prosecution sanctioned by a local Ordinance—a procedure which was recognised by the law, Mr Ball, when he was Attorney General.

Mr Kingsmill said in England there was no such thing as private prosecutions, and he remembered in days gone by, when he had the honour of being Acting Attorney General, there was a case of shooting with intent to murder. The Chinese Customs Mr May felt so much depended on it that he instructed Dr. Bridges to prosecute. This came to the ears of Mr Kingsmill, and he would not allow any one to interfere with the prosecution. The matter was then referred to Chief Justice Adams, who decided that a private person had a right to intervene only, but that the Attorney General must himself be present and conduct the prosecution. In reference to this case, he said the gist of this proceeding on the part of the Company was to keep the man in gaol in order to support their civil suit. Mr Brereton had said that if he were innocent he would defy the law; but all the witnesses necessary for the defence had been got hold of and called for the prosecution. Surrounded with men like this, what could a man do? If he was innocent, he could defy the law! Was the bare guilty because he was hunted by hounds? That an innocent man would defy proof of guilt was an argument at all. Mr Brereton had made reference to Mr Russell, an experienced Magistrate and a barrister. What experience was it to take to a lawyer of 28 years' experience and to use as the basis of the decision of a Magistrate was a guide to a Judge? He was not appealing to Mr Russell, but against Mr Russell's decision to the higher Court. The transaction with Mr Jack was not made for the purpose of this motion. Mr Kingsmill next referred to Mr Sharp being dragged into the case by Mr Brereton; and on the question of bail, mentioned the case of Alexander Collier, who absconded because the amount of bail was ridiculously small, being only \$20,000 while the amount defrauded was \$200,000. In conclusion he asked that bail be allowed to the defendant, and in doing so he would not say, and never had said, that ill-health alone was the ground of his application.

His Lordship said it was always difficult to decide applications of this kind. On the one hand it was unfair to keep the accused in gaol longer than necessary, and on

the other regard must be had to securing the defendant's appearance. It was perfectly understood that in refusing bail to the defendant in this case, the Magistrate did not care, in so important a case, to take the responsibility upon himself and had elected therefore that the higher Court should give its opinion on the question of bail. His Lordship had read through the depositions very carefully and had come to the conclusion that the defendant must be admitted to bail, but he would take care that the ends of justice would not be defeated. He would admit the defendant to bail, but it must be in a very large amount. He would fix bail for the defendant himself in \$40,000, with two sureties of \$20,000 each, or four of \$10,000 each, or five of \$8,000.

Mr Kingsmill observed that he was not as yet prepared to give so large a sum, and was taken aback at the amount. He would consult his client. He supposed it did not matter how the sureties were divided so long as the \$40,000 were made up. His Lordship was understood to assent to this.

CORRESPONDENCE.

IN CRIMINAL SESSION.

To the Editor of the "CHINA MAIL."

Hongkong, June 2, 1876.

SIR,—Some remarks relative to commitments during the present sessions made by the Nestor of the Supreme Court appear to have awakened public attention and enquiry. In the course of the remarks and their echo in the *Daily Press*, full consideration has been shown to all concerned excepting the "unfortunate" incarcerated in the prison. The Court, the professional gentlemen, the jury, each and all have their "last sit time" fully-thought about and berated. Some sympathetic writer over the *nom de plume* of "an Englishman" wants to know how the Magistrates have been guilty of irregularity, well, I looked at that scarce and abstract work "the Ordinances of Hongkong" (I judge it is scarce because I perceive that an Enquirer after truth "desires to purchase a copy," and I have reason to call it abstract because few appear to know or understand the contents) and I am puzzled to find that in Sec. XIII of Ord. 3 of 1865 it is written "nothing shall prevent any person in custody at the opening of or during any Criminal Session from being tried thereat and no special objection thereto is made on the part of the Crown." The writer before mentioned alludes to the speed with which a "Bill Sykes" is occasionally put thro' in "Merrie England," but I opine that there has nothing to do with the matter; in Hongkong we originate, not servilely imitate!

ANOTHER ENGLISHMAN.

CHINA.

SHANGHAI.

FREIGHTS.—Cores, British barque, 454 tons, Shanghai to New York, no lay days, private terms; *Hatcheck*, Russian steamer, 552 tons, Nagasaki and back 8 voyages, 21 lay days—\$2 per ton coal; *Francis Lowey*, American barque, 378 tons, Nagasaki to Tientsin, 20 lay days—\$4 per ton coal; *Wm. Van Name*, American barque, 466 tons, Nagasaki to Tientsin, 20 lay days—\$4 per ton coal; *Rito*, Spanish barque, 550 tons, Foochow and back, 20 lay days—\$1,600 in full; *Huwang*, Chinese steamer, 795 tons, Chinkiang to Canton, (with dispatch), no lay days—Tls. 0.13 per picul; *Cuba*, British barque, 321 tons, Newchwang to Swatow, 18 lay days—\$0.25 per picul; *Bethany*, British barque, 339 tons, Lingpo to Whampoa via Hongkong, 16 lay days—\$2,000 in full; *Adler*, German barque, 471 tons, Chefoo to Swatow, 20 lay days—\$0.13 per picul; *Elen*, British barque, 489 tons, Shanghai to Tientsin, 14 lay days—\$3,000 in full; *Hilda*, British barque, 306 tons, Shanghai to Vladivostok, 20 lay days—\$3,000 in full.

THE HANKOW TEA-MARKET.

20th May, 1876.

There has been a good demand during the day for such teas as remain in stock; and for the fresh arrivals as they come in. Considerable supplies are reported as close at hand. The *Glenearn* cleared to-day. The fleet of tea steamers has however been increased by the arrival of the *Quador Castle* and *Venice*.

24th May, 1876.

A large business continues in tea, barely keeping pace with the demand. The fourth steamer of the season sails to-morrow, which will bring shipments up to nearly 10,000,000 lbs. The market closes weak.

Settlements 57,114 chests, 228,878 half chests, 42,684 boxes.—*Shanghai Courier*.

CHINESE LOANS.

Writing to the *N. C. Daily News*, a correspondent, who signs himself C. B., says:—"In an article on the 'Projected Loan,' extracted from the *Celestial Empire* in the columns of the *Courier*, occurs the extraordinary statement that the bulk of the revenue derived from the Chinese Customs is already mortgaged for seven years to come, for previous loans. The loans known to be secured on the Chinese Customs amount to: The Hongkong and Shanghai Bank loan of \$2,000,000, and say 1,500,000. The private loans contracted for 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2

Gourd, snake	catty	40
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